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TEXAS LEAGUE.

RAN ANTONIO, Sept. 4.—San Antonio and Beaumont split even in the final exhibition of the season.
First game—R. H. E.
Beaumont 1-1, 6
San Antonio 2-2, 6
Batteries: Johnson, Huston and Wilson; Petty and Cook.
Second game—R. H. E.
San Antonio 3-3, 6
Beaumont 6-7, 3
Batteries: Johnson and Houston; Nixon and Johnson.
Umpire: Anderson.

Houston 10, Galveston 1.
HOUSTON, Sept. 4.—Houston won all up the season this afternoon by defeating Galveston, 10 to 1.

First game—R. H. E.
Houston 10-1, 6
Galveston 1-9, 3
Batteries: Gage and Jenkins, third; East, Chapman and Anderson.
Umpire: Homewood.

Fort Worth 10-6, Shreveport 5-8.
FORT WORTH, Sept. 4.—Fort Worth had no trouble in winning the first game but the second went to Shreveport.

First game—R. H. E.
Fort Worth 10-1, 2
Shreveport 5-8
Batteries: Campagnan and Lovett; Gleason and Smith.
Second game—R. H. E.
Shreveport 8-10
Fort Worth 6-12
Batteries: Duffy and Doremus; Hirsh and Lawrence.
Umpire: Vitter.

Dallas 4-4, Waco 2-3.
DALLAS, Sept. 4.—Dallas won both games of the season's dual double header.
First game—R. H. E.
Dallas 4-3, 1
Waco 2-3
Batteries: Bluejacket and Smith; Pfeiffer and Reilly.

"See How That Corn Comes Clear Off!"

"GETS-IT" Loses Your Corn Right Off. It's the Modern Corn Wonder—Never Falls.

It's hard to believe anything could get like that in getting a corn off. Why, I just lifted that corn right off of my finger nail. "GETS-IT" is certainly wonderful. You can't believe it.

"GETS-IT" is a liquid. You put on a few drops in a few seconds. It sticks to your finger nail and remains on right over it. Put on your regular shoes. You won't limp or have a corn "twist" in your face. The corn comes off with a snap from your toe or it will loosen from your toe if it gets loose. Oh, what a job! "GETS-IT" is the biggest selling corn remedy in the world. When you try it, you know why.

"GETS-IT" is safe and recommended by druggists everywhere. No bottle, or sent on receipt of price by E. Lawrence & Co., Chicago, Ill.

Our Aim:

To make this bank the home of the small depositor; to provide safe facilities; to practice courtesy at all times; to pay particular attention to the out-of-town customer.

FIRST STATE BANK

WAGO WINS TEXAS LEAGUE PENNANT BY FOUR-POINT MARGIN

NAVIGATORS DROP BOTH GAMES OF FINAL DOUBLE HEADER TO DALLAS.

Shreveport missed tying it up by losing first game of double bill to Fort Worth.

By a margin of only four points the pennant race in the Texas League, which closed yesterday, missed being a tie, as Wago dropped both of the final games to Dallas, while Shreveport was breaking even with Fort Worth. For closeness the finish this season has few, if any, parallels in the history of the Texas organization, although for the past three weeks it was a foregone conclusion that the championship lay between Wago and Shreveport. Galveston and Fort Worth, the only other teams that showed anything like pennant-wining caliber, both met with misfortunes some time ago and although the Purites made a gallant rally in the stretch and pulled up to third place they have dropped too far behind to overtake the leaders.

Fort Worth's downfall was probably the most spectacular, dating from the time Manager Jake Atz was released shortly after mid-season. Atz had gathered around him one of the strongest combinations ever gotten together in Texas and the Purites were fighting tooth and nail when the veteran manager clashed with the owners of the team and was summarily dismissed. This action was unpopular with both fans and players and the team soon began to go pieces, disintegrating speedily the downstream end of the race.

The purr showing made by Beaumont and San Antonio was probably the most surprising feature of the campaign. Beaumont's troubles were due principally to the fact that for the first six weeks of the season the team was practically without a leader. Manager Finn being incapacitated by sickness. In the case of San Antonio it seemed to be too much management, constant interference by the club owners with Manager Leslie's plan having the inevitable result—dissatisfaction, disaffection, disharmony and a rapid succession of managers, none of whom seemed able to get results. Dallas at no time since the opening day has shown even a shade of class, while Houston has turned out exactly as does observers of the game expected—made a strong bid in the middle of the season, then found the pace set by the youngsters too strenuous for the buffalo veterans to follow.

TEXAS LEAGUE.
Results Yesterday.
Boston 1-0, San Antonio 2-8.
Houston 10-1, Galveston 1-1.
Fort Worth 10-8, Shreveport 4-8.
Dallas 3-2, Waco 2-1.

NATIONAL LEAGUE.
Results Yesterday.
Boston 3-2, New York 1-0.
Philadelphia 2-10, Brooklyn 1-2.
Pittsburgh 1-2, St. Louis 6-0.
Chicago 2-3, Cincinnati 0-10.

HEAD-OFF THAT ALL WINTER COUGH.

At the first sign of nose throat, chest or head trouble take a dose of Dr. Bell's Pine Tar-Honey. The healing balsam, soothing honey and glycerine quickly relieves the congestion, loosens the phlegm and break up your cold. Dr. Bell's Pine Tar-Honey has all the benefits of the healing aroma from a pine forest. It is pleasant to take and antiseptic. The formulas on the bottle tells why it relieves colds and coughs. At your Drugget, 25c. Ad.

PRINTERS NOW IN LEAD

Eiks Are Displaced in City League Pennant Race.

For the first time in the history of the City League the Printers have the lead in the championship race, having gone to the top yesterday by defeating the Eiks in a special Labor Day exhibition, three to two, the Printers having won from the Eiks in the regular Sunday game, five to two. Yesterday's game, which was twelve innings, was probably the best of the season and was decided by Jimmy Wells' long hit in the third extra stanza.

AMERICAN ASSOCIATION.
Indianapolis 4-1, Columbus 3-2.
Minneapolis 11-8, St. Paul 9-7.
Louisville 6-8, Toledo 2-3.
Kansas City 4-1, Milwaukee 7-2.

ATKIN WINS AUTO RACE

CINCINNATI, Sept. 4.—Johnny Atkins won the three hundred miles spectator automobile race at the new Indianapolis track today, in three hours, fifteen minutes and twenty-seven seconds, averaging more than ninety miles an hour. Without doubt, Atkins was second and Frank Davis third. Gilbert and Anderson were seriously injured when their car was wrecked.

Detroit 7-11, Cleveland 5-8.

DETROIT, Sept. 4.—Detroit drove home to the top by winning two games from Cleveland.

First game—R. H. E.

Detroit 7-11, 2
Cleveland 3-11, 1
Second game—R. H. E.

Detroit 5-8
Cleveland 8-7

Batteries: Ayres and Williams; Bush and Pleinen.
Umpires: Nallin and O'Neill.

"The Bank of the People"

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, up to an 8 hour basis and by separate account, monthly, with each man, maintain a record of the differences between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided in Paragraph 10 of this memorandum and passing no money, as may be directed by and Commission shall findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the decision made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to command attention and respect to its findings. The judgment of such a Commission would be a helpful basis for negotiations with labor and such basis, in an intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 15 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the question, and of the urgent necessities to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees, not less than 80 per cent. of the whole number interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties and who through the saving banks, trust companies and insurance companies are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men already the most highly paid in the transportation service.

The ultimate cost to the railroads of an 8-hour day in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

HALF HOLDEN,
Chicago, Burlington & Quincy Railroad.

W. W. ATTERTURBURY,
Pennsylvania Railroad.

FAIRFAX HARRISON,
Southern Railway.

R. S. LOVETT,
Union Pacific System.

E. P. RIPLEY,
Atchison, Topeka & Santa Fe System.

A. H. SMITH,
New York Central Lines.
FRANK TRUMBULL,
Cincinnati & Ohio Railway.
DANIEL WILLARD,
Baltimore and Ohio Railroad.